

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 30-013

DATE: _____

CUSTOMER Swissair Transport Co., Ltd.

MCL 61,231 DTD _____

CHANGE NO 140

MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Quantity and Location of Ice Detector Units)

ORIGIN: Convair initiated

REASON FOR CHANGE: Product improvement

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE. *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE

WORKING APPROVAL

LATEST

SPECIAL

This CCP not to be submitted to Swissair. Applicable to 30-6 Ships 1 and 2 only. Hold for future incorporation.

GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Quantity and Location of Ice Detector Units)

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 111, Paragraph 3.20.2.5 ICE DETECTOR SYSTEM:

Revise the above paragraph title to read as follows:

"ICE DETECTOR SYSTEM (Effective Ships 3 through 9):"

Add the following new paragraph:

"3.20.2.5 ICE DETECTOR SYSTEM (Effective Ships 1 and 2): Manual control only of the airplane and engine anti-icing systems shall be provided. An ice detector system shall be installed with warning light indication in the pilot compartment. One detector unit shall be installed on the right hand side of the fuselage aft of the nose radome."

Page A-13, APPENDIX I-C, PRESSURIZATION, ANTI-ICING AND AIR CONDITIONING-EQUIPMENT:

Change the following item in the equipment list:

<u>From:</u>	"2 Detector, Ice Warning	Goodyear Can.Appl.Res.Ltd.	3065-1802 CARL Type T260-MK12A"
<u>To:</u>	"*2 Detector, Ice Warning	C.A.R.L.	123-00142
	**1 Detector, Ice Warning	C.A.R.L.	Type T260-MK19A 123-00142 Type T260-MK19A"

Add the following to bottom of page:


"*Effective Ships 3 through 9

**Effective Ships 1 and 2"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO. ZD-30-013 DATE: _____
CUSTOMER Swissair Transport Co., Ltd. MCL 61,230 DTD _____
CHANGE NO: 139 MODEL: 30-6 (Convair "990")

TITLE		Specification Administrative Change (Landing Light Placard, Deletion of)	
ORIGIN		Convair Initiated	
REASON FOR CHANGE:		All airspeed limitations are listed in the FAA approved Airplane Flight Manual.	
EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
XXXX WT. EMPTY	OPER. WT. EMPTY		
0	0	0 INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE *			
None			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL		 ENGINEERING APPROVAL	
ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.			
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS		EFFECT ON PRICE PER AIRPLANE:	
		RECURRING: _____	
		NON-RECURRING: _____	
		TOTAL: _____	

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE _____

GENERAL DYNAMICS/CONVAIR

Swissair Transport Co., Ltd.
Change No. 139

Title: Specification Administrative Change (Landing Light
Placard, Deletion of)

Origin: Convair initiated

Reason for Change: All airspeed limitations are listed in the
FAA approved Airplane Flight Manual.

Description of Change:

Page 63, Paragraph 3.16.8.1.2 LANDING LIGHTS:

Change the last sentence in the paragraph to read as
follows:

"The structural operating limit of landing light
extension shall be 340 knots."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

MODEL: 30-6 (Convair "990")

DATE _____

GENERAL DYNAMICS/CONVAIR

Swissair Transport Co., Ltd.
Change No. 138

Title: Specification Administrative Change (Revision to
Paragraph 3.19.4.2.2)

Origin: Convair initiated.

Reason for Change:

To clarify the intent of the specification.

Description of Change:

Page 100, Paragraph 3.19.4.2.2 - INDICATORS:

In the last sentence, change the following two words:

From: "an overheat"

To: "a fire"

Effect on Weight Empty: 0
Effect on Payload: 0
Effect on Balance: 0
Effect on Performance: NONE

Title: Specification Change (Revision to Performance and Engine and Thrust Reverser Specifications)

Origin: Amendment 5 to Purchase Agreement and Letter Agreement No. 17 dated 5 January 1962

Reason for Change: To reflect performance information in Amendment 5 and Letter Agreement No. 17, and to incorporate latest engine and thrust reverser specifications and revision to CCP No. 137.

Description of Change:

Page 2, Paragraph 2.2 ENGINE SPECIFICATION:

Revise the sentence as follows:

From: "General Electric Engine Specification No. E-753d, dated 11 September 1959."

To: "General Electric Engine Specification No. E-753n, dated 1 November 1961."

Page 4, Paragraph 3.1.1 PERFORMANCE:

Revise the first paragraph to read as follows:

"PERFORMANCE: The following performance of the airplane is guaranteed with the specified tolerances. These guarantees are based upon ICAO standard atmosphere except as noted and the configuration described herein, with doors and windows closed, with three anti-collision lights, one VHF communication antenna, one VHF navigation antenna, one ATC radar beacon stub antenna and two DMET stub antennas installed. The airplane performance quoted is based upon the performance of the General Electric CJ805-23B engines as stated in Appendix A, dated 1 November 1961, and Appendix B dated 1 November 1961, to General Electric Specification E-753n, dated 1 November 1961. Airplane performance is contingent on the use of fuel defined by General Electric Fuel Specification F-9143a, dated 20 May 1959, and having an average lower heating value of 18,600 Btu's per pound. The performance called out herein includes the effect of operation of cabin pressurization, air conditioning, electrical and hydraulic equipment for average flight conditions, and includes any effects of the engine reverser in the forward thrust position. Fuel consumption in flight shall be determined by use of flow meters. All field lengths are for level, dry, hard surface runways and zero wind conditions. The landing field length

guarantee shall not be based on the application of reverse thrust; however, the reverser mechanism may be in the reverse position during the landing roll in order to offset the forward thrust of the engine at idle setting. Demonstrations for all guaranteed performance shall be made under existing atmospheric conditions and appropriate corrections to guaranteed conditions shall be made by calculations. Convair need not demonstrate to the Buyer the performance guarantees which are included in FAA certified data.

Add a double asterisk (**) before each subparagraph listed under "Condition" on pages 4, 5 and 6.

Add the following note to bottom of page:

"**Performance guarantees are waived by Swissair for all purposes except as set forth in Amendment No. 5 to the Purchase Agreement and Letter Agreement No. 17 dated 5 January 1962. Any effects on performance values quoted due to subsequent changes will not be incorporated in the specification."

Page A-3, APPENDIX I-C, PROPULSION EQUIPMENT:

Revise the below items under "POWER PLANT EQUIPMENT" as follows:

<u>From:</u>	"4 Engine, complete (dry) Includes items of standard equipment as listed in G.E. Spec. E-753d, dated 9-11-59 4 Reverser, Thrust	Gen. Electric	CJ-805-23 E-753d dated 9-11-59
<u>To:</u>	"4 Engine, complete (dry) Includes items of standard equipment as listed in G. E. Spec. E-753n dated 11-1-61 4 Reverser, Thrust	Gen. Electric	CJ-805-23B E-753n dated 11-1-61 Gen. Electric E-777e dated 8-15-60"

Estimated Weight Empty: 0
Effect on Balance: 0

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,228 DTD _____

CHANGE NO.: 137A MODEL: 30-6 (Convair "990")

TITLE: Specification Change (Revision to Performance and Engine and Thrust Reverser Specifications)

ORIGIN: Amendment 5 to Purchase Agreement and Letter Agreement No. 17 dated 5 January 1962

REASON FOR CHANGE: To reflect performance information in Amendment 5 and Letter Agreement No. 17, and to incorporate latest engine and thrust reverser specifications and revision to CCP No. 137.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
XXX WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

As noted

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Handwritten: 4-18-62 *Signature*
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,227 DTD _____
CHANGE NO: 136 MODEL: 30-6 (Convair "990")

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

GENERAL DYNAMICS/CONVAIR

Swissair Transport Co., Ltd.
Change No. 136

Title: Specification Administrative Change (Revision to Paragraph 3.16.11.3)

Origin: Convair initiated

Reason for Change: Specification correction.

Description of Change:

Page 70, Paragraph 3.16.11.3 INDICATOR LIGHTS:

Add the following after the fourth sentence in the paragraph:

"All indicator lights operable in flight and located in the pilot compartment, except fire warning and fuel crossfeed valve "IN-TRANSIT" shall be provided with a manual dimming feature."

Effect on Weight Empty:	O
Effect on Balance:	O
Effect on Payload:	O
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,225 DTD _____

CHANGE NO: 134

MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Installation of High Speed Tires)

ORIGIN: Customer request

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

EFFECT ON BALANCE *

0

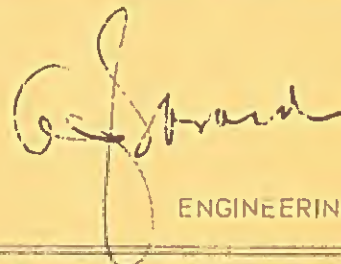
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Installation of High Speed Tires)

Origin: Customer requested

Reason for Change: As above

Description of Change:

Page A-12, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Change the following items in the equipment list:

<u>From:</u>	"*8 Tires, Main Wheel (41 x 15-18) (Tread depth .38, 200 mi/hr)	Type VIII HP 24 PR
	*2 Tires, Nose Wheel (29 x 7.7) (Tread depth .31, 200 mi/hr)	Type VII 16 PR
<u>To:</u>	"*8 Tires, Main Wheel (41 x 15-18) (Tread depth .32, 225 mi/hr)	Type VIII 24 PR
	*2 Tires, Nose Wheel (29 x 7.7) (Tread depth .25, 225 mi/hr)	Type VII 16 PR

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,153 DTD

CHANGE NO: 133

MODEL: 30-6 (Convair "990")

TITLE: Angle of Attack Indicator, Deletion of

ORIGIN: AAL requested and Convair proposed for Swissair

REASON FOR CHANGE: Convair initiated

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAH. WT. EMPTY

OPER. WT. EMPTY

0

0

○

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: •

None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED.

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE.

RECURRING:

NON-RECURRING:

TOTAL:

ACCEPTED.

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY.

DATE: _____

GENERAL DYNAMICS/CONVAIR

Swissair Transport Co., Ltd.
Change No. 133

Title: Angle of Attack Indicator, Deletion of

Origin: AAL requested and Convair proposed for Swissair

Reason For Change: Convair initiated

Description of Change:

Page 47, Paragraph 3.14.1.1 PILOT'S INSTRUMENTS:

Change the following item in the equipment list:

From: "* One airspeed/angle of attack indicator"

To: "* One airspeed indicator"

Page 47, Paragraph 3.14.1.2 COPILOT'S INSTRUMENTS:

Change the following item in the equipment list:

From: "* One airspeed/angle of attack indicator"

To: "* One airspeed indicator"

Page A-5, APPENDIX I-C INSTRUMENTS AND RELATED EQUIPMENT:

Change the following item in the equipment list:

From: "* 2 Indicator, Airspeed/Angle of Attack Kollsman

To: "* 2 Indicator, Airspeed ' Kollsman B34627-10-030"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: 0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,224 DTD _____
 CHANGE NO. 132 A MODEL: 30-6 (Convair "880")

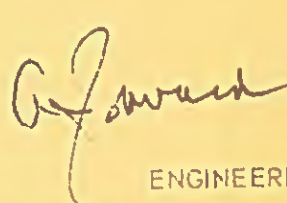
TITLE Specification Administrative Change (Revision to Paragraphs 3.12.11.2 and 3.16.10.1)

ORIGIN: Convair initiated

REASON FOR CHANGE. Specification corrections and Revision to CCP 132

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	0 INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
---	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
 BY: _____
 DATE: _____

Title: Specification Administrative Change (Revision to Paragraphs
3.12.11.2 and 3.16.10.1)

Origin: Convair initiated

Reason for Change: Specification corrections and revision to
CCP 132

Description of Change:

Page 45, Paragraph 3.12.11.2 GENERAL CONTROLS:

Delete the third sentence and the last item in the paragraph
as follows:

"Switches shall be provided on the overhead panel to control
the two-position engine nozzles."

"Two-position nozzle switches"

Page 69, Paragraph 3.16.10.1 BUFFET:

Change the first sentence to read as follows:

"Provisions shall be made for maximum buffet equipment electrical
load of 17kw for the forward buffet area and 18kw for the
aft buffet area during normal flight conditions."

Add the following to end of paragraph:

"The aircraft wiring system, excluding limiters, shall be
designed for maximum buffet equipment electrical load of
20 KW for each aft and forward buffet area".

Effect on Weight Empty:	0
Effect on Performance:	0
Effect on Balance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,152 DTD _____

CHANGE NO: 131

MODEL: 30-6 (Convair "990")

TITLE: Design Weights, Increase of

ORIGIN: Convair Letter to Swissair 11-2-1407 dated 24 March 1961

REASON FOR CHANGE: Convair initiated

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE.

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FORM 100-100-100-100

Title: Design Weights, Increase of

Origin: Convair Letter to Swissair 11-2-1407 dated 24 March 1961

Reason for Change: Convair initiated

Description of Change:

Page 7a, C. G. LIMITS - Illustration

Revise the above illustration to show affects of this change.

Page 13, Paragraph 3.4.1 STRENGTH:

Change the following item in the paragraph:

<u>From:</u>	"*Maximum taxi weight (lb)	245,000
	Maximum take-off weight (lb)	244,200
	Maximum zero fuel weight (lb).....	154,000
	Maximum landing weight (lb).....	180,000"
<u>To:</u>	"*Maximum taxi weight (lb).....	247,000
	Maximum take-off weight (lb).....	246,200
	Maximum zero fuel weight (lb).....	160,000
	Maximum landing weight (lb).....	202,000"

Enclosure: (A) One copy Page 7a - C.G. Limits Illustration (Revised)

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-30-013

DATE: _____

CUSTOMER Swissair Transport Co., Ltd.

MCL 61,152 DTD _____

CHANGE NO. 131

MODEL. 30-6 (Convair "880")

TITLE Design Weights, Increase of

ORIGIN. Convair Letters to Swissair 11-2-1406 and 11-2-1407 dated 24 March 1961

REASON FOR CHANGE: Convair initiated

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

A. J. Smith

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Design Weights, Increase of

Origin: Convair Letters to Swissair 11-2-1406 and 11-2-1407 dated
24 March 1961

Reason for Change: Convair initiated

Description of Change:

Page 7a, C. G. LIMITS - Illustration

Revise the above illustration to show affects of this change.

Page 13, Paragraph 3.4.1 STRENGTH:

Change the following item in the paragraph:

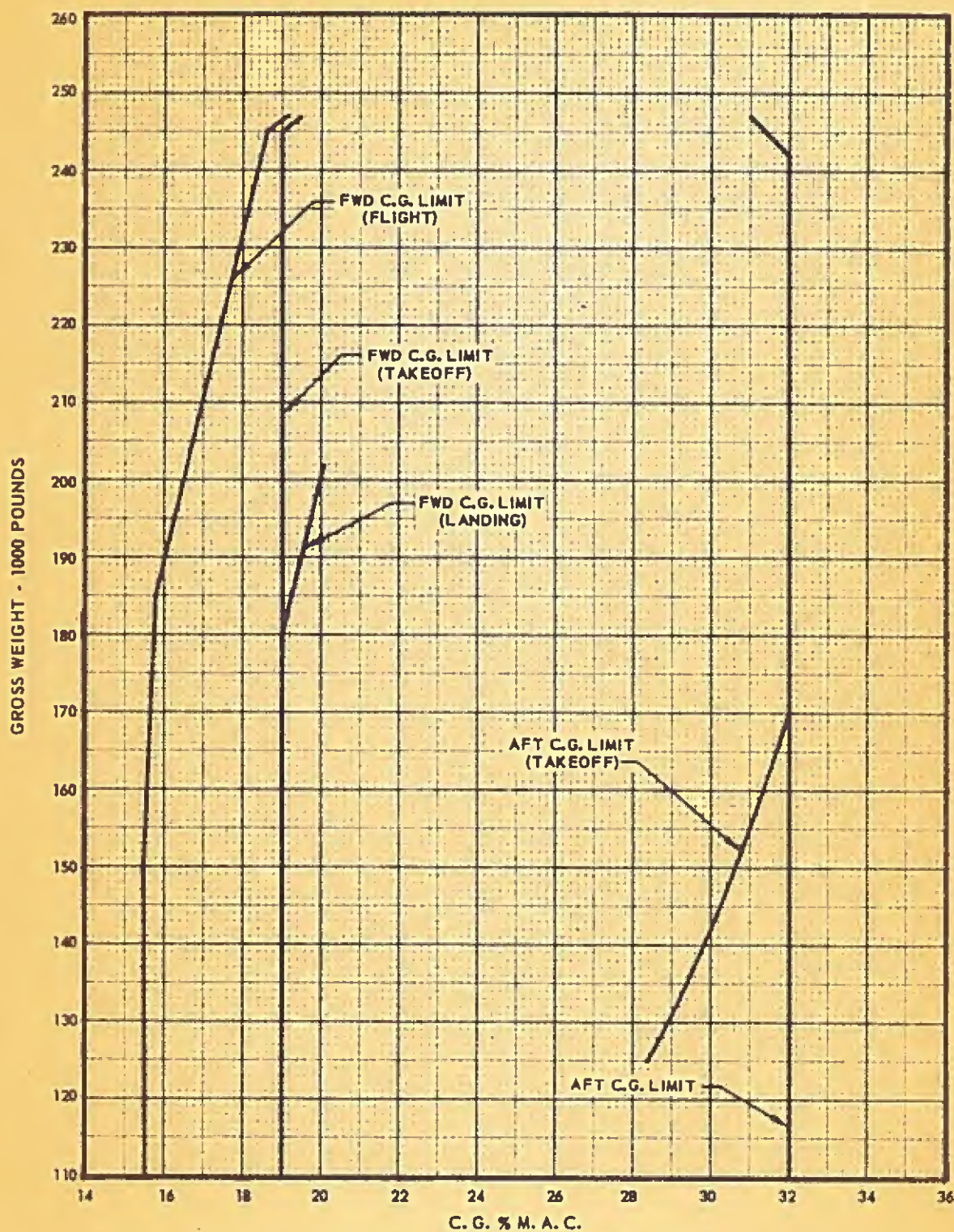
<u>From:</u>	"*Maximum taxi weight (lb)	245,000
	Maximum take-off weight (lb)	244,200
	Maximum zero fuel weight (lb)	154,000
	Maximum landing weight (lb)	180,000"
<u>To:</u>	"*Maximum taxi weight (lb)	247,000
	Maximum take-off weight (lb)	246,200
	Maximum zero fuel weight (lb)	160,000
	Maximum landing weight (lb)	202,000"

Enclosure: (A) One copy Page 7a - C.G.Limits Illustration (Revised)

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR: SD

Page 7a
Report No. ZD-30-013
Model 30



C. G. LIMITS
SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,223 DTD _____

CHANGE NO 130

MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Include Speed Stability Test Switch on Pilot's Panel)

ORIGIN: Convair initiated

REASON FOR CHANGE: To show subject switch on pilot's instrument panel.

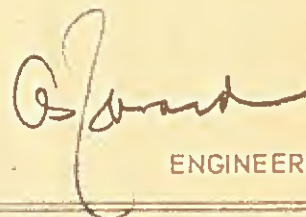
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
MAX. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

GENERAL DYNAMICS/CONVAIR

Swissair Transport Co., Ltd.
Change No. 130

Title: Specification Administrative Change (Include Speed Stability
Test Switch on Pilot's Panel)

Origin: Convair initiated

Reason for Change: To show subject switch on pilot's instrument panel.

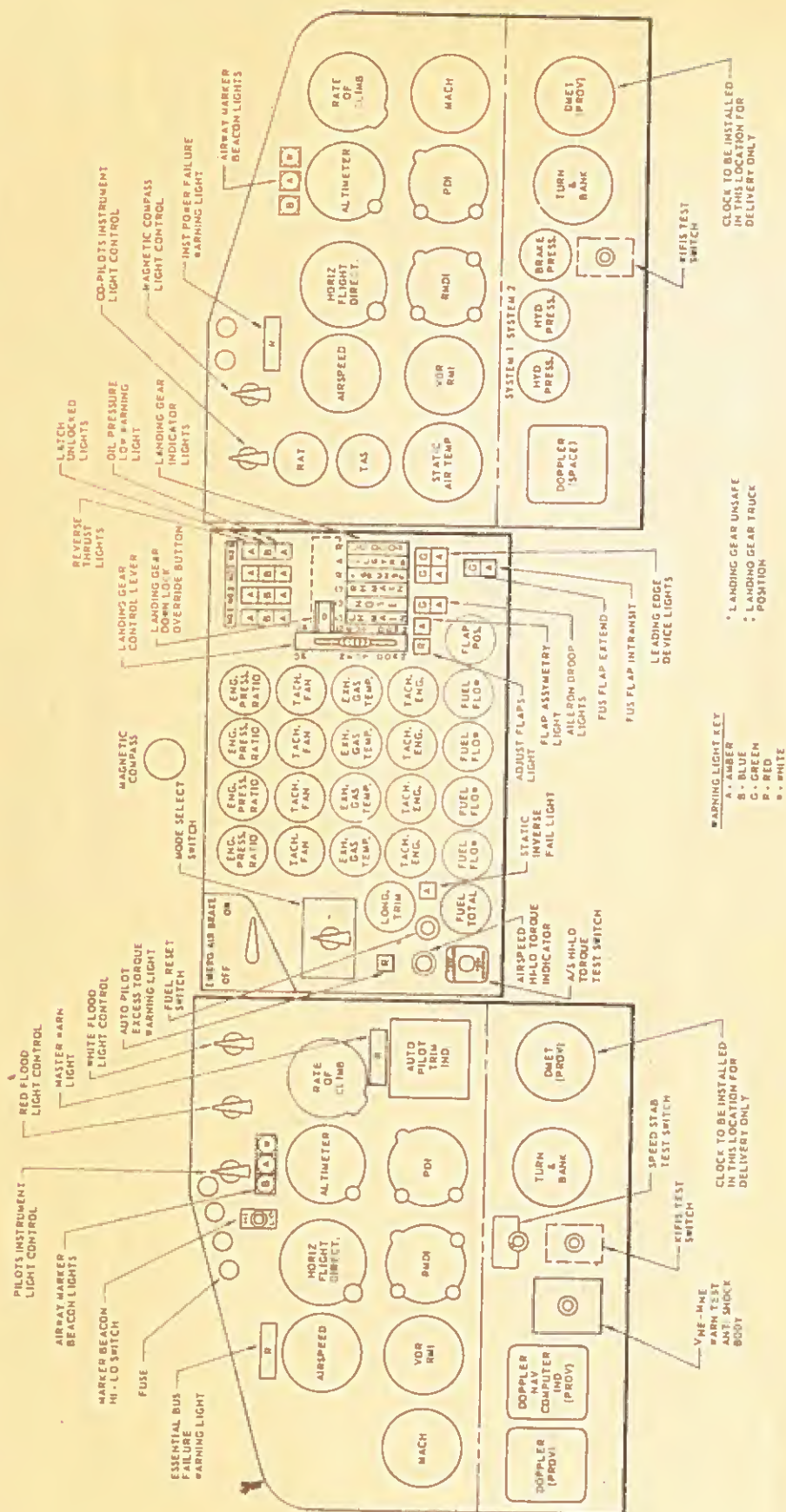
Description of Change:

Page 47a - PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace the above illustration in the specification with Enclo-
sure (A) which shows the subject switch.

Enclosure: (A) One copy Page 74a - PILOT'S AND COPILOT'S INSTRUMENT
PANELS (Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



511F 7-2-61

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER Swissair Transport Co., Ltd.

MCL 61,222 DTD _____

CHANGE NO: 129

MODEL 30-6 (Convair "990")

TITLE Specification Administrative Change (Revision to Paragraph 3.10.1.2)

ORIGIN Convair initiated

REASON FOR CHANGE. To effect a reduction in control forces and reduced wheel throw to achieve, more nearly, control balance with the powered rudder system.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

OTHER PROVISIONS

EFFECT ON PRICE PER AIRPLANE

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

APPROVED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

Title: Specification Administrative Change (Revision to Paragraph 3.10.1.2)

Origin: Convair initiated

Reason for Change: To effect a reduction in control forces and reduced wheel throw to achieve, more nearly, control balance with the powered rudder system.

Description of Change;

Page 29, Paragraph 3.10.1.2 AILERON SYSTEM:

Revise the fourth sentence as follows:

From: "The control mechanism shall be so designed that, with the airplane on the ground full throw of the control wheel will mechanically produce aileron movement."

To: "The control mechanism shall be so designed that, with the airplane on the ground, full throw of the pilot's control wheel will mechanically produce spoiler, aileron flight tab, and aileron movement. On the ground, aileron movement will not be produced by full throw of the copilot's control wheel. Full spoilers and partial aileron flight tab only shall be activated by the copilot's control wheel on the ground."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

COMMERCIAL CHANGE PROPOSAL

SPEC NO. 7D- 30-013 DATE
 CUSTOMER Swissair Transport Co., Ltd. MCL 61,221 DTD
 CHANGE NO. 128 MODEL 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Paragraph 3.19.1.1.4.3 and to Buyer Furnished Equipment)

ORIGIN: Convair initiated

REASON FOR CHANGE: Mutual agreement between Swissair/Convair to effect subject revisions for purpose of specification clarification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
STAND. WT. EMPTY	OPER. WT. EMPTY	
+46.0 lb	+46.0 lb	+18,860 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: None

* APPLICABLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES

A. J. Smith
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE
 RECURRING
 NON-RECURRING
 TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY

DATE:

Title: Specification Administrative Change (Revision to Par.
3.19.1.1.4.3 and to Buyer Furnished Equipment)

Origin: Convair initiated

Reason for Change: Mutual agreement between Swissair/Convair to effect
subject revisions for purpose of specification
clarification.

Description of Change:

Page 89, Paragraph 3.19.1.1.4.3 ECONOMY (TOURIST) SEATS:

Delete the last five words in first paragraph "(in the coat rack
dividers)", and repunctuate paragraph.

Page A-1, APPENDIX I-A, FURNISHINGS:

Revise the below item under "Description" as follows:

<u>From:</u>	"1 Seat, Lounge (4-place including Fittings, Seat Belts (3) and Plug-in Food Trays (4)	100.0"
<u>To:</u>	"1 Seat, Lounge (4-place including Fittings, Seat Belts (3) and Plug-in Food Trays (3)	146.0"

Estimated Weight Empty:	+46.0 pounds
Effect on Balance:	+18,860 inch-pounds
Effect on Payload:	-46.0 pounds
Effect on Performance:	None

The following shall not appear in the specification language:

The weight increase shown in this proposal is the actual corrected weight of the lounge seat, plus the estimated weight for the three seat belts and three food trays.

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,220 DTD _____
CHANGE NO 127 MODEL: 30-6 (Convair "990")

REASON FOR CHANGE: To incorporate latest engine and thrust reverser specification revisions.

EFFECT ON BALANCE *

0

0

●

INCH LB.

None

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

AIRPLANES AFFECTED:

EFFECT ON PRICE PER AIRPLANE.

RECURRING:

NON-RECURRING.

TOTAL

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

Title: Specification Administrative Change (Revision to Engine and Thrust Reverser Specifications)

Origin: Convair initiated

Reason for Change: To incorporate latest engine and thrust reverser specification revisions.

Description of Change:

Page 2, Paragraph 2.2 ENGINE SPECIFICATION:

Revise the sentence as follows:

From: "General Electric Engine Specification No. E-753d, dated 11 September 1959."

To: "General Electric Engine Specification No. E-753m, dated 10 March 1961."

Page A-3, APPENDIX I-C, PROPULSION EQUIPMENT:

Revise the below items under "POWER PLANT EQUIPMENT" as follows:

<u>From:</u>	"4 Engine, complete (dry) Includes items of standard equipment as listed in G. E. Spec. E-753d, dated 9-11-59 4 Reverser, Thrust"	Gen. Electric	CJ-805-23 E-753d dated 9-11-59
<u>To:</u>	"4 Engine, complete (dry) Includes items of standard equipment as listed in G. E. Spec. E-753m dated 3-10-61 4 Reverser, Thrust"	Gen. Electric	CJ-805-23B E-753m dated 3-10-61
		Gen. Electric	E-777d dated 5-3-60"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,219 DTD _____

CHANGE NO: 126 MODEL: 30-013 (Convair "990")

TITLE: Specification Administrative Change (Revision to Paragraph 3.2.2.1)

ORIGIN: Convair initiated

REASON FOR CHANGE: Specification clarification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
FORM WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 126

Title: Specification Administrative Change (Revision to Paragraph 3.2.2.1)

Origin: Convair initiated

Reason for Change: Specification clarification.

Description of Change:

Page 10, Paragraph 3.2.2.1 COLOR CODING:

Change the paragraph as follows:

From: "COLOR CODING: All sections of plumbing shall be color coded and banded in accordance with Military Standards and, in addition, marking shall indicate the direction of flow and the purpose of the line, except for engine and pod and pylon fluid system hoses. The part number of each tubing assembly shall be identified. Color bands and part number identifications shall be plastic tape or fluid resistant material in accordance with Standard AND 10375."

To: "COLOR CODING: All sections of plumbing, except engine and within fuel tanks, shall be color coded and banded. All plumbing shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands shall be plastic tape in accordance with Standard AND 10375."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,218 DTD _____

CHANGE NO. 125 MODEL: 30-6 (Convair "990")

TITLE Specification Administrative Change (Addition of Doppler Antenna Assembly Part Number to Appendix I-A)

ORIGIN Convair initiated

REASON FOR CHANGE To add part number to antenna assembly in Customer vended equipment

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FORM 100-100-100

CONVAIR: SD

Swissair Transport Co., Ltd
Change No. 125

Title: Specification Administrative Change (Addition of Doppler
Antenna Assembly Part Number to Appendix I-A)

Origin: Convair initiated

Reason for Change: To add part number to antenna assembly in Customer
vended equipment

Description of Change:

Page A-1 Appendix I-A Buyer Furnished-Convair Installed:

Change the following item under "Electronics:

<u>From:</u>	1 Antenna Assembly, Doppler	ARINC 540	25.0
<u>To:</u>	1 Antenna Assembly, Doppler	Bendix ANA12C	
	(ARINC 540) including:		
	1 Adapter	Bendix ADA12C-2	25.0

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

COMMERCIAL CHANGE PROPOSAL

DATE _____

MCL 61,217 DTD

MODEL 30-6 (Convair "990")

REASON FOR CHANGE. To up-date the pitot static system illustration and to show individual EPR probes and separation of static sources for cabin outflow valves and cabin controller for reliability; and revision to CCP No. 124.

EFFECT ON BALANCE *

INCH LB.

None

Orange
ENGINE

ENGINEERING APPROVAL

AIRPLANES AFFECTED:

EFFECT ON PRICE PER AIRPLANE²

RECURRING

NON-RECURRING:

TOTAL

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 124A

Title: Specification Administrative Change (Revision to Pitot Static System Illustration)

Origin: Convair initiated

Reason for Change: To up-date the pitot static system illustration and to show individual EPR probes and separation of static sources for cabin outflow valves and cabin controller for reliability; and revision to CCP No. 124.

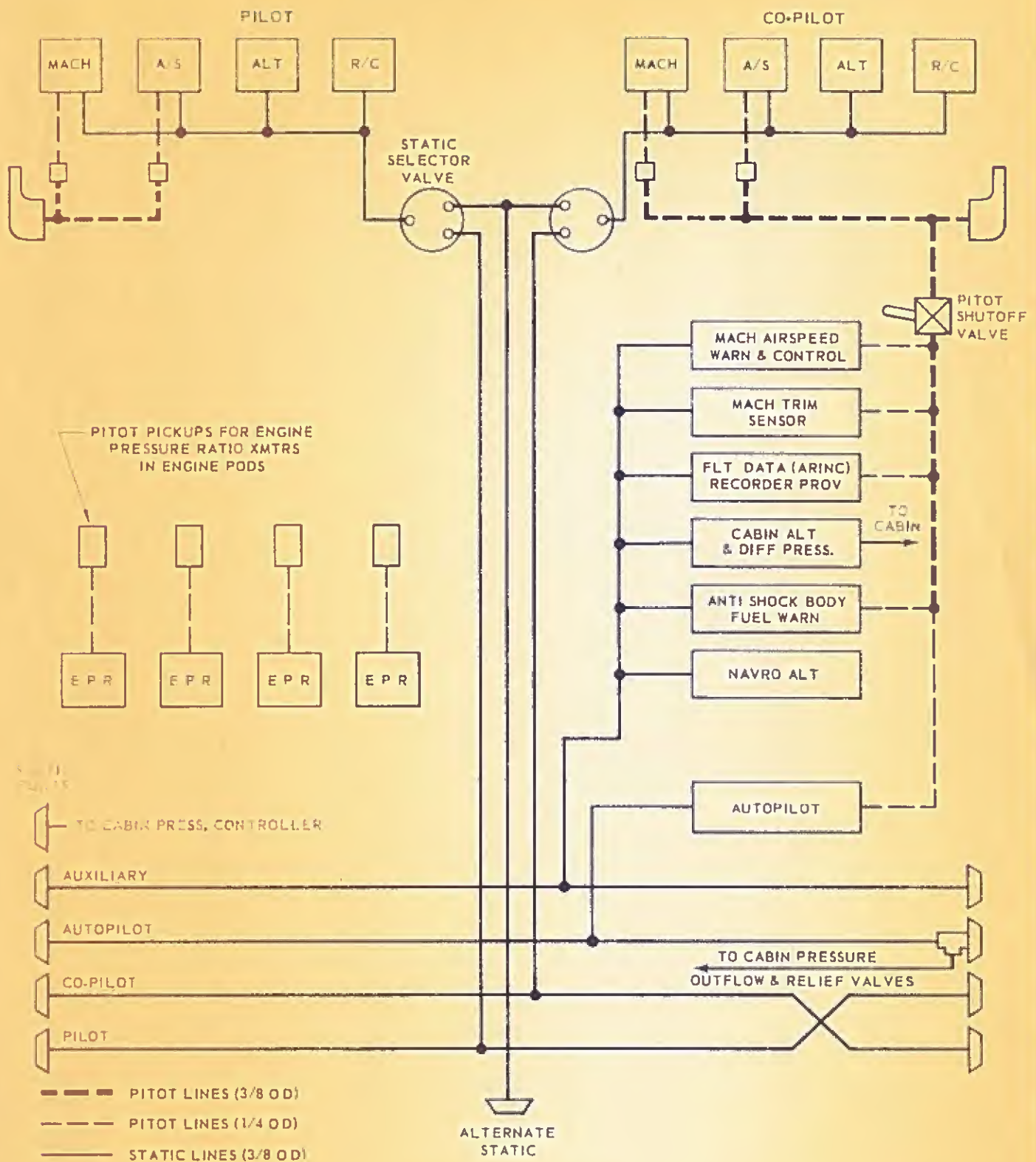
Description of Change:

Page 50a, PITOT STATIC SYSTEM - ILLUSTRATION

Replace above illustration in specification with Enclosure (A) which is revised to show current changes.

Enclosure: (A) One copy of Page 50a - PITOT STATIC SYSTEM (Revised)

Effect on Payload:	O
Effect on Weight Empty:	O
Effect on Balance:	O
Effect on Performance:	None



PITOT STATIC SYSTEM
SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,216

DTD _____

CHANGE NO: 123A

MODEL: 30-6 (Convair "990")

TITLE: **Specification Administrative Change (Revision to Equipment Design Altitude)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **To specify adequacy of oxygen and cabin pressurization systems to 41,000 feet altitude, and to CCP No. 123.**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

30-6 WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. Spratt 4/13/61
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 123A

Page 1 of 2

Title: Specification Administrative Change (Revision to Equipment Design Altitude)

Origin: Convair initiated

Reason for Change: To specify adequacy of oxygen and cabin pressurization systems to 41,000 feet altitude and to CCP No. 123.

Description of Change:

Page 11, Paragraph 3.2.7 OPERATING ALTITUDE:

Change the paragraph to read as follows:

"The maximum operating altitude of the airplane shall be 41,000 feet, with an operating cabin pressure differential of 8.3 psi, ±.1 psi (see 3.20.3.1)."

Page 11, Paragraph 3.2.8 EQUIPMENT DESIGN ALTITUDE:

Change the last sentence to read as follows:

"The cabin pressurization and pressurized oxygen systems shall be designed for operation up to 41,000 feet altitude."

Page 111, Paragraph 3.20.3.1 DESIGN DIFFERENTIAL PRESSURE:

Change the first sentence to read as follows:

"The maximum normal differential operating pressure shall be 8.3 psi, ±.1 psi."

Change the third sentence to read as follows:

"Loss of any single source of pressurized air shall not prevent maintaining cabin differential pressure at 8.3 psi with the airplane at 35,000 feet and any two engines at cruise power."

Page 111a, ESTIMATED CABIN PRESSURE SCHEDULE:

The above illustration shall be revised to show effect of this change.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 123A

Page 2 of 2

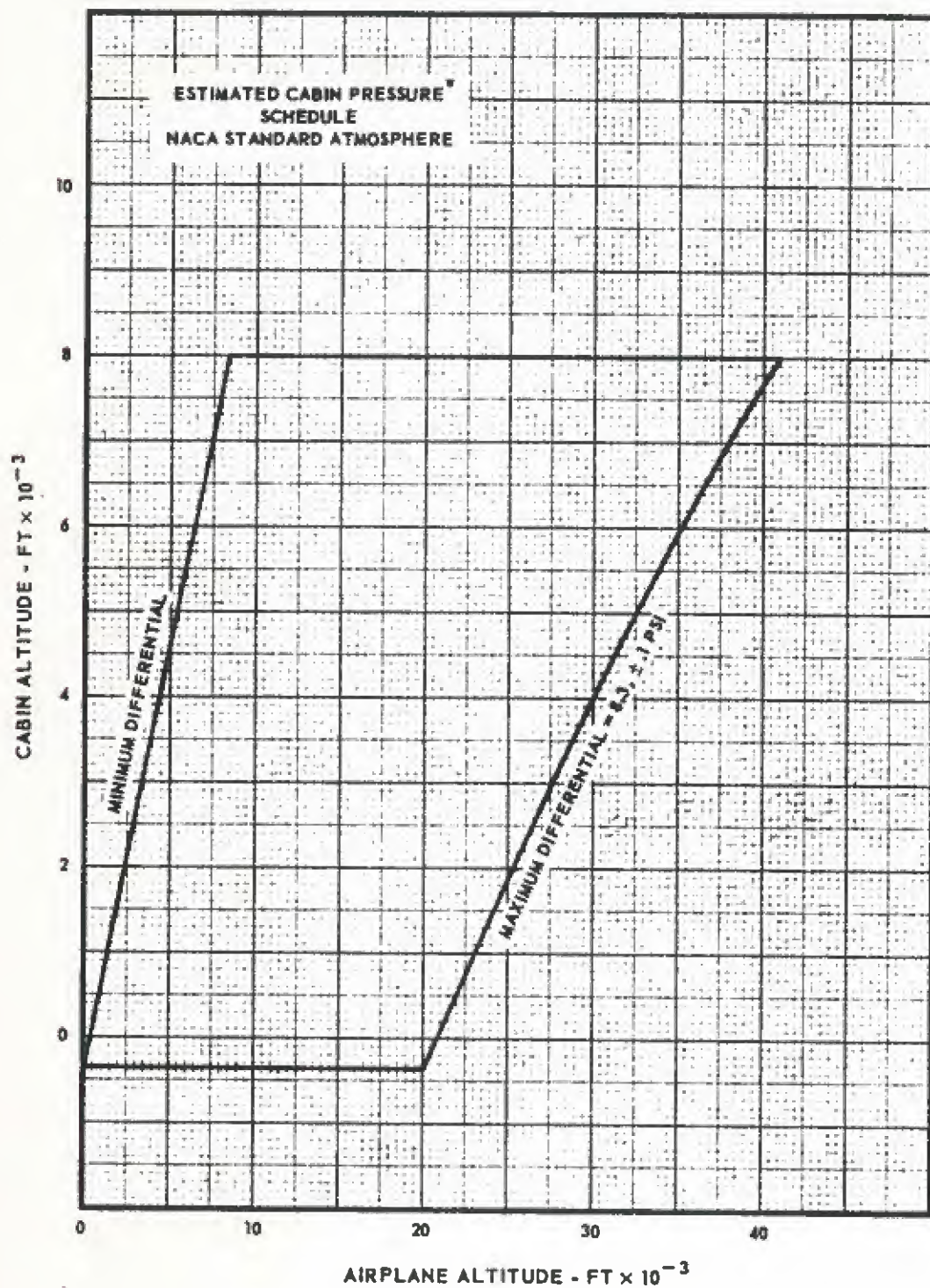
Page 112, Paragraph 3.20.3.6 FUSELAGE LEAKAGE RATE:

Change the paragraph to read as follows:

"The fuselage rate at sea level 32°C ambient, all lavatory and buffet vents plugged and with 8.3 psi differential pressure, shall not exceed 35 pounds per minute."

Enclosure: (A) One copy of Page 111a - ESTIMATED CABIN PRESSURE
SCHEDULE (Revised)

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,215 DTD _____

CHANGE NO. 122

MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Paragraph 3.16.11.4.1)

ORIGIN: Convair initiated

REASON FOR CHANGE: To make specification language consistent with actual installation as mutually agreed by Swissair/Convair representatives.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 122

Title: Specification Administrative Change (Revision to Paragraph 3.16.11.4.1)

Origin: Convair initiated

Reason for Change: To make specification language consistent with actual installation, as mutually agreed by Swissair/Convair representatives.

Description of Change:

Page 71, Paragraph 3.16.11.4.1 PASSENGER CALL SWITCHES:

In the tenth and 12th lines, delete the words "and chime".

Add the following sentence to the end of the paragraph:

"Either first class or economy class call buttons shall actuate the chime at both the forward and aft cabin attendants' stations."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,214

DTD _____

CHANGE NO: 121

MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Fire Control Panel and Warning Horn Diagram Illustrations)

ORIGIN: Convair initiated

REASON FOR CHANGE: See inside page.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
WT. WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 121

Title: Specification Administrative Change (Revision to Fire Control Panel and Warning Horn Diagram Illustrations)

Origin: Convair initiated

Reason for Change: 1. To provide latest current Fire Control Panel illustration which includes wheel well indicator lights.

2. To provide Warning Horn illustration which includes all warning circuits, to make consistent with the actual installation.

Description of Change:

Page 48d - FIRE CONTROL PANEL:

Replace the above illustration in the specification with Enclosure (A).

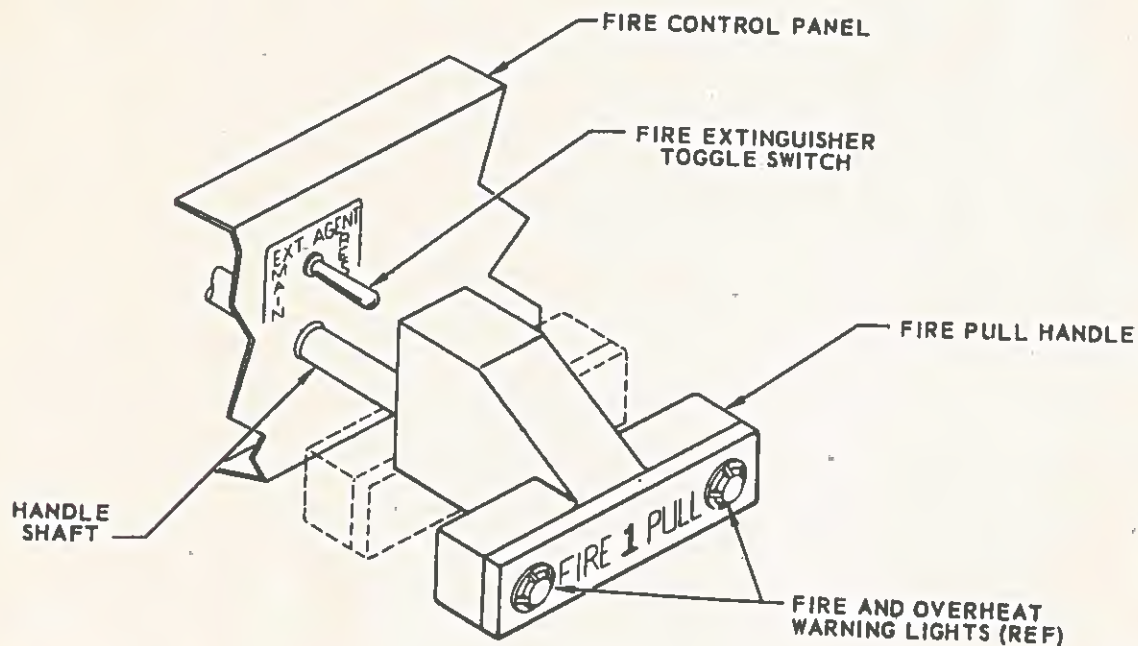
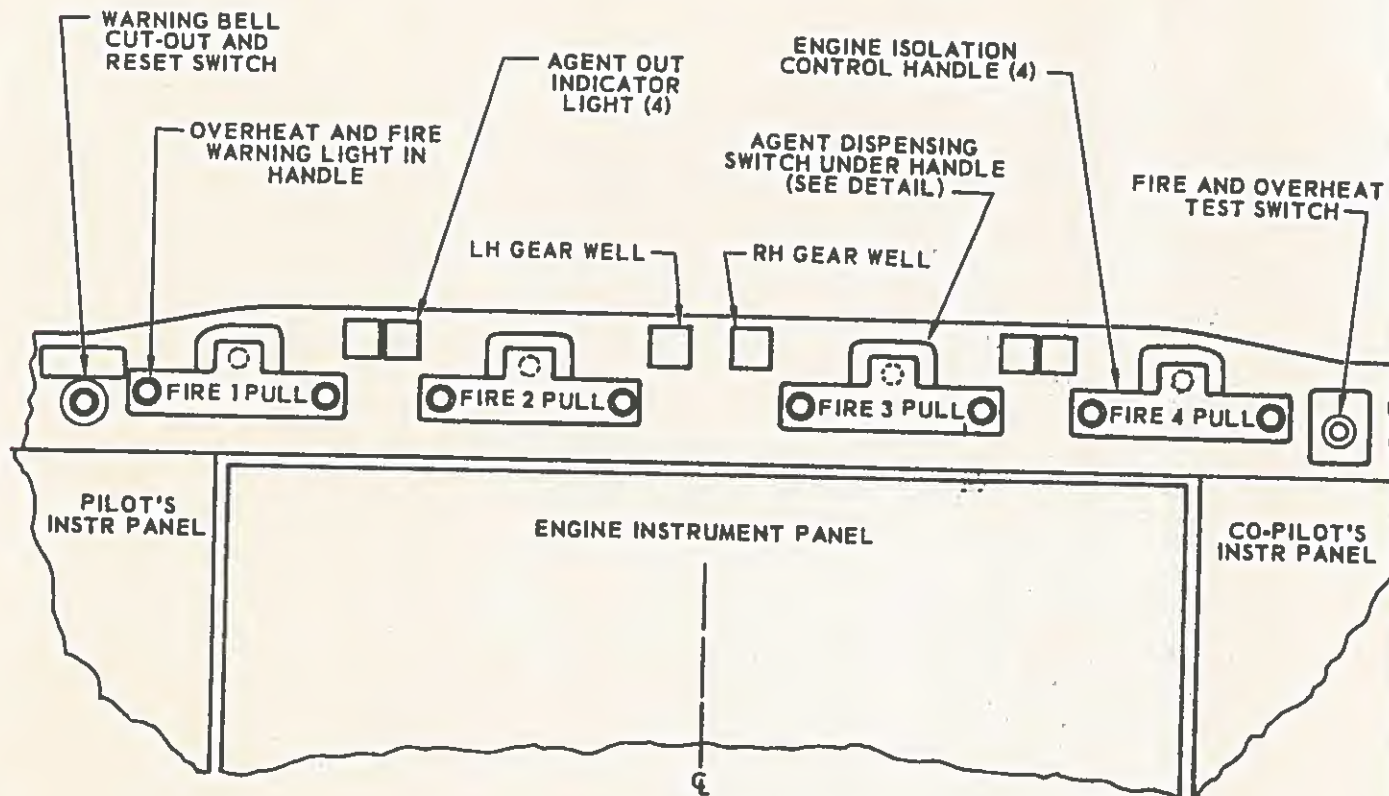
Page 71a - WARNING HORN DIAGRAM:

Replace the above illustration in the specification with Enclosure (B).

Enclosure: (A) One copy Page 48d - FIRE CONTROL PANEL (Revised)

Enclosure: (B) One copy Page 71a - WARNING HORN DIAGRAM (Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



5169B


FIRE CONTROL PANEL
SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,213 DTD _____
 CHANGE NO: 120 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Paragraph 3.10.2.1)		
ORIGIN: Convair initiated		
REASON FOR CHANGE: To clarify function of leading edge device in-transit and extended indicator lights.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
MAX. WT. EMPTY	OPER. WT. EMPTY	0 INCH LB.
0	0	
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____
 BY: _____
 DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co.
Change No. 120

Title: Specification Administrative Change (Revision to Paragraph 3.10.2.1)

Origin: Convair initiated

Reason for Change: To clarify function of leading edge device in-transit and extended indicator lights.

Description of Change:

Page 31, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS;

Revise the last sentence as follows:

From: "Lights shall illuminate "amber" when the devices have fully extended and shall illuminate "green" while the devices are in transit."

To: "Lights shall illuminate "green" when the devices have fully extended and shall illuminate "amber" while the devices are in transit."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,212 DTD _____

CHANGE NO: 119 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Fire Extinguishing Systems Illustration)			
ORIGIN: Convair initiated			
REASON FOR CHANGE: To standardize subject illustration for all Model 30 aircraft, to avoid misinterpretation of letter and arrow coding of three-way check valves.			
EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
CONVEX WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 119

Title: Specification Administrative Change (Revision to Fire Extinguishing Systems Illustration)

Origin: Convair initiated.

Reason for Change: To standardize subject illustration for all Model 30 aircraft, to avoid misinterpretation of letter and arrow coding of three-way check valves.

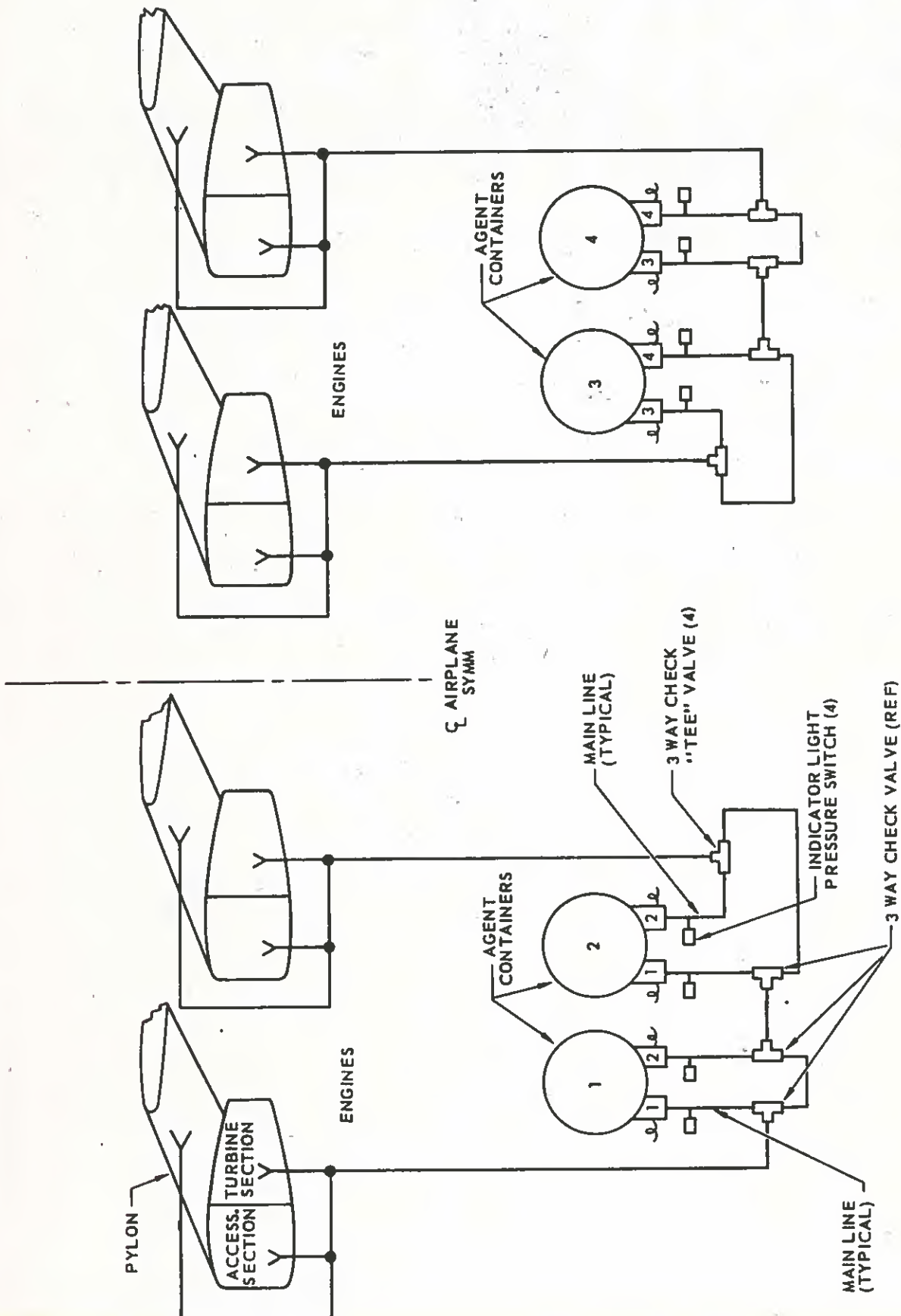
Description of Change:

Page 99a - FIRE EXTINGUISHING SYSTEMS:

Replace the above illustration in the specification with Enclosure (A), which is proposed as the standard illustration for Model 30 Fire Extinguishing Systems.

Enclosure: (A) One copy Page 99a - FIRE EXTINGUISHING SYSTEMS
(Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



FIRE EXTINGUISHING SYSTEMS

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,150 DTD 21 April 1961

CHANGE NO: 118 MODEL: 30-6 (Convair "990")

TITLE: Stowage Cabinet, Change to

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
OPER. WT. EMPTY	OPER. WT. EMPTY	
+3.0 lb	+3.0 lb	+1,482 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 118

Title: Stowage Cabinet, Change to

Origin: Swissair requested

Reason for Change: As above

Description of Change:

The specification language is not effected by this change which proposes to modify the miscellaneous stowage cabinet aft of No. 2 Buffet to provide access to the refrigeration unit and to increase ventilation as follows:

- A. Replace lower grill on stowage cabinet with a new grill incorporating 16-mesh screening in lieu of 24-mesh and of a removable type in lieu of a fixed type.
- B. Replace upper grill, providing same capability as in Item A above.
- C. Replace 14 (12 three-inch and two six-inch dia) fixed 24-mesh screened covers in cabinet partitions with removable, 16-mesh screened covers to provide increased ventilation.

NOTE: 16-mesh screening is the largest opening acceptable to the U. S. Department of Public Health.

Estimated Weight Empty:	+3.0 pounds
Effect on Balance:	+1,482 inch-pounds
Effect on Payload:	-3.0 pounds
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,211 DTD _____
CHANGE NO: 117 MODEL: 30-6 (Convair "990")

2020-12-17

Title: Specification Administrative Change (Rearrangement of Instruments and Revision to Pilots' Instrument Panel Illustration)

Origin: Convair initiated

Reason for Change: To make specification language and pilots' instrument panel illustration consistent with the airplane installation.

Description of Change:

Page 35, Paragraph 3.12.4.3 TACHOMETER GENERATORS:

Delete the second sentence which reads as follows:

"A warning light shall be installed on the pilots' center instrument panel for each fan tachometer to indicate overspeeding."

Page 47, Paragraph 3.14.1.2 COPILOT'S INSTRUMENTS:

Add the following item to the instrument list:

"*One static air temperature indicator (°C)"

Page 47a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace the above illustration in the specification with Enclosure (A) which is revised to agree with the actual instrument arrangement.

Page 48, Paragraph 3.14.1.3 CENTER PANEL INSTRUMENTS:

Add the following to the instrument list:

"*Four engine fan tachometer indicators"

Delete the below item from the instrument list:

"*One static air temperature indicator (°C)"

Page 48, SYSTEM OPERATOR'S INSTRUMENTS:

Delete the below item from the instrument list:

"Four engine fan tachometer indicators"

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 117

Page 2 of 2

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "ENGINE INSTRUMENTS - GENERAL" as follows:

<u>From:</u>	"4	Indicator, Tachometer (Fan)	Gen. Electric	8DJ81LAT-1"
<u>To:</u>	" 4	Indicator, Tachometer (Fan)	Gen. Electric	8DJ81LAT-1 or -2"

Enclosure: (A) One copy Page 47a - PILOT'S AND COPILOT'S INSTRUMENT
PANELS (Revised)

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

The following shall not appear in the specification language:

The relocation of the aft fan tachometer indicators to the center panel deletes the requirement for the aft fan overspeed lights. Also, the relocation of these indicators to the center panel requires that the integral lighting feature in these instruments be activated.

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,210 DTD _____

CHANGE NO. 116A MODEL: 30-6 (Convair "990")

TITLE Specification Administrative Change (Revision to Pilots' Pedestal Illustration)		
ORIGIN Convair initiated		
REASON FOR CHANGE: To make subject illustration agree with actual installation and revision to CCP No. 116.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
MAX. WT. EMPTY <div style="text-align: center;">0</div>	OPER. WT. EMPTY <div style="text-align: center;">0</div>	<div style="text-align: center;">0</div> <div style="text-align: right;">INCH LB.</div>
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

BY _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 116A

Title: Specification Administrative Change (Revision to Pilots' Pedestal Illustration)

Origin: Convair initiated

Reason for Change: To make subject illustration agree with actual installation and revision to CCP No. 116.

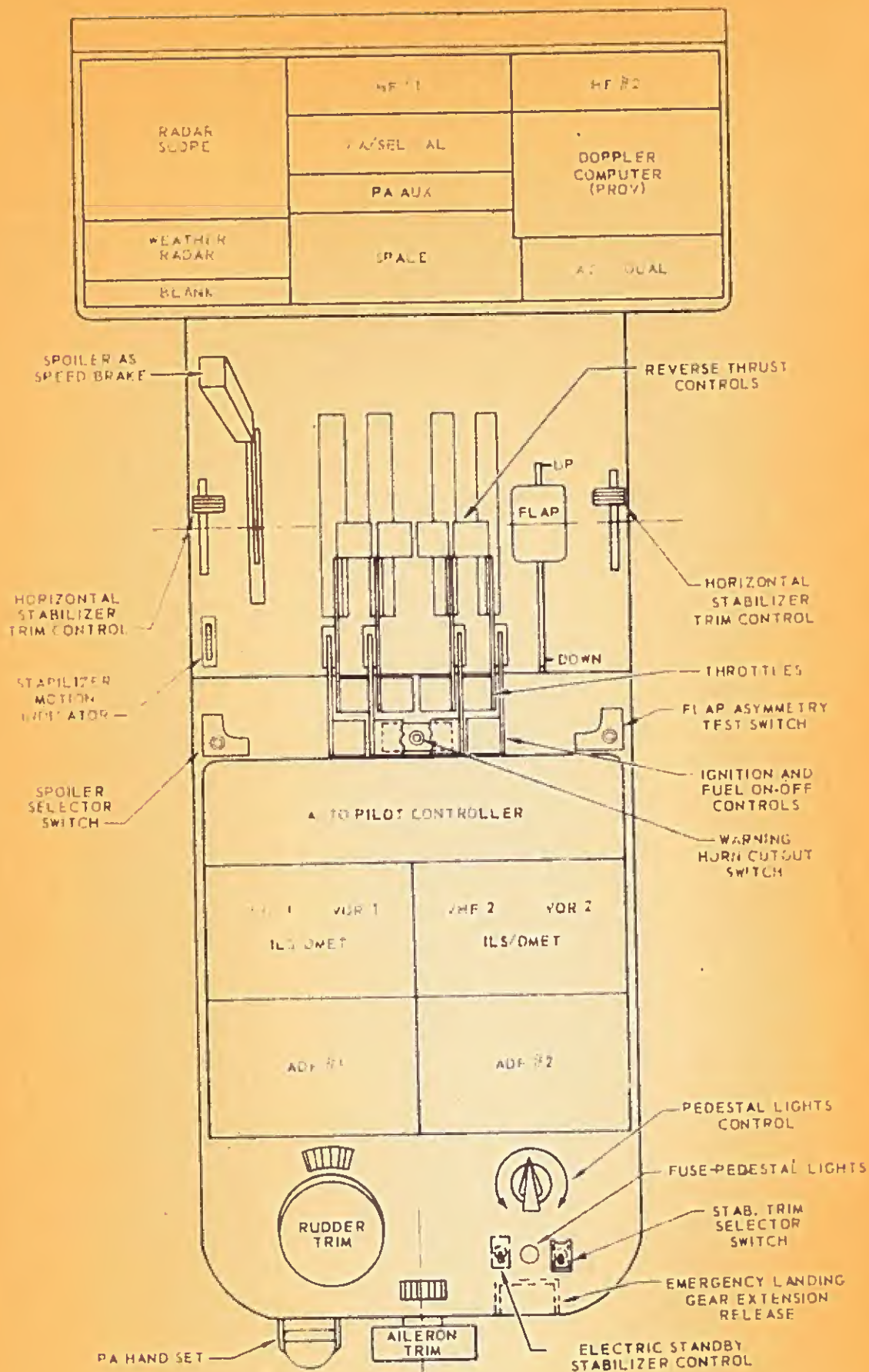
Description of Change:

Page 47b - PILOT'S AND COPILOT'S PEDESTAL:

Replace the above illustration in the specification with Enclosure (A) which revises the stabilizer trim control, adds "STABILIZER MOTION INDICATOR", "FLAP ASYMMETRY TEST SWITCH", "FUSE-PEDESTAL LIGHTS", and "WARNING HORN CUTOFF SWITCH", and shows minor nomenclature changes in callouts; and deletes "EMERGENCY MANUAL HORIZONTAL STABILIZER TRIM".

Enclosure: (A) One copy Page 47b - PILOT'S AND COPILOT'S PEDESTAL
(Revised 5-31-61)

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



PILOT'S AND CO-PILOT'S PEDESTAL

SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,141. DTD 22 February 1961

CHANGE NO: 115 MODEL: 30-6 (Convair "990")

TITLE: Master Warning System, Change to

ORIGIN: Swissair requested

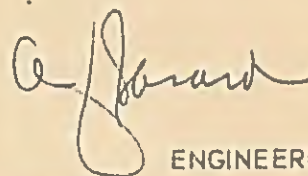
REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
EMPTY WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co.,Ltd.
Change No. 115

Title: Master Warning System, Change to

Origin: Swissair requested

Reason for Change: As above

Description of Change:

The specification language is not effected by this change which proposes the following:

- A. Reterminate approximately 100 wires at warning box in the Electrical and Electronic compartment.
- B. Revise electrical equipment rack.
- C. Delete three master warning boxes.
- D. Add four new warning light dimming relays.

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,209 DTD _____

CHANGE NO.: 114 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Leading Edge Device and Flap Operation Language)

ORIGIN: Convair initiated

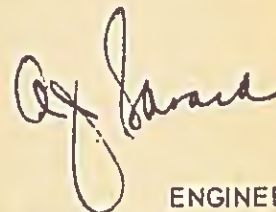
REASON FOR CHANGE: To clarify the operational function of the trailing edge flap control power system.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
OPER. WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Leading Edge Device and Flap Operation Language)

Origin: Convair initiated

Reason for Change: To clarify the operational function of the trailing edge flap control power system.

Description of Change:

Page 31, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS:

Revise the second sentence as follows:

From: "Each control system shall be operated by a hydraulic motor driven gear box located in the fuselage and powered by both hydraulic systems."

To: "The leading edge device control system shall be operated by a hydraulic motor driven gear box located in the fuselage and powered by both hydraulic systems. The trailing edge flap control system shall be operated by a hydraulic motor driven gear box located in the fuselage and powered normally by one hydraulic system with the other hydraulic system available as a pilot selected alternate."

Page 53a,, HYDRAULIC SYSTEM:

Replace the above illustration with Enclosure (A) which shows 100 percent flap power available from either No. 1 or No. 2 Systems. .

Enclosure: (A) One copy Page 53a - HYDRAULIC SYSTEM (Revised)

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,143 DTD 3 March 1961

CHANGE NO: 113 MODEL: 30-6 (Convair "990")

TITLE: High Speed Tires, Installation of		
ORIGIN: Swissair request		
REASON FOR CHANGE: As above		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
-26.0 lb	-26.0 lb	-22,628 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *		
None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 113

Title: High Speed Tires, Installation of

Origin: Swissair request

Reason for Change: As above

Description of Change:

Page A-12, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below items as follows:

<u>From:</u>	"*8 Tires, Main Wheel (41 x 15-18) (Tread depth .38, 200 mi/hr)	Type VIII HP24PR
	*2 Tires, Nose Wheel (29 x 7.7) (Tread depth .31, 200 mi/hr)	Type VII 16 PR"
<u>To:</u>	"*8 Tires, Main Wheel (41 x 15-18) (Tread depth .32, 225 mi/hr)	Type VIII HP24PR
	*2 Tires, Nose Wheel (29 x 7.7) (Tread depth .25, 225 mi/hr)	Type VII 16 PR"

Estimated Weight Empty:	-26.0 pounds
Effect on Balance:	-22,628 inch-pounds
Effect on Payload:	+26.0 pounds
Effect on Performance:	None

The following shall not appear in the specification language:

The effect of CCP No. 105, approved by Customer, as regards nose wheel tire tread depth of .31, is included in this proposal.

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,208 DTD _____

CHANGE NO.: 112 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Deletion of Aft Engine Fan Anti-Icing System)		
ORIGIN: Convair initiated		
REASON FOR CHANGE: General Electric, with FAA approval, has deleted the subject system from the engine design.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	O INCH LB.
O	O	O
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center; padding: 10px;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 112

Title: Specification Administrative Change (Deletion of Aft Engine Fan Anti-Icing System)

Origin: Convair initiated

Reason for Change: General Electric, with FAA approval, has deleted the subject system from the engine design.

Description of Change:

Page 110, Paragraph 3.20.2.1 ANTI-ICING OF NONTRANSPARENT AREAS:

Delete the next to the last sentence in the paragraph which reads as follows:

"An "ON-OFF" switch shall be provided to isolate each aft fan anti-icing system from the engine bleed air during takeoff, climb and cruise conditions."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

The following shall not appear in the specification language:

The electrical harnesses for the aft fan anti-icing system will be retained in the airplane.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN FRANCISCO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. 2D-30-013


DATE

CUSTOMER: Swissair Transport Co., Ltd

MCL 61,207 DTD

CHANGE NO 111

MODEL 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Pilot and Copilot Seat Interchangeability)		
ORIGIN: Convair initiated		
REASON FOR CHANGE: The pilot and copilot seats to be supplied by Weber, approved by Customer in CCP No. 99, are only interchangeable between airplanes.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
EMPTY WT. EMPTY <div style="text-align: center;">0</div>	OPER. WT. EMPTY <div style="text-align: center;">0</div>	<div style="text-align: center;">0</div> INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS.		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

BY _____

DATE _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Pilot and Copilot Seat Interchangeability)

Origin: Convair initiated

Reason for Change: The pilot and copilot seats to be supplied by Weber, approved by Customer in CCP No. 99, are only interchangeable between airplanes.

Description of Change:

Page 87, Paragraph 3.19.1.1.2 - PILOT'S, COPILOT'S, SYSTEM OPERATOR'S AND RADIO OPERATOR/NAVIGATOR'S SEATS:

Delete the fourth sentence which reads as follows:

"The pilot's and copilot's seats shall be interchangeable between stations by relocating adjustment controls from left to right side of seat or vice versa".

Page 115, Paragraph 3.23.2 - EQUIPMENT INTERCHANGEABILITY:

Revise the below item under "a. Interchangeable Parts" as follows:

From: "Pilot's, Copilot's Seat Assembly (with exceptions noted in 3.19.1.1.2)"

To: "Pilot's Seat Assembly
Copilot's Seat Assembly"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

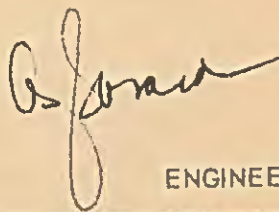
A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,129 DTD 19 December 1960

CHANGE NO. 110 MODEL: 30-6 (Convair "990")

TITLE Autopilot Line Analyzer Test Receptacles, Installation of			
ORIGIN: Swissair requested			
REASON FOR CHANGE: As above			
EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
OPER. WT. EMPTY +6.0 lbs	OPER. WT. EMPTY +6.0 lbs	+1,880 INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: *			
None			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE:	
		RECURRING: _____	
		NON-RECURRING: _____	
		TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Autopilot Line Analyzer Test Receptacles, Installation of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 31, Paragraph 3.10.4 AUTOMATIC FLIGHT CONTROL:

Add the following to the end of the paragraph:

"(For line analyzer connection receptacles see Par. 3.16.10.10)"

Page 70, Add the following new paragraph to the page, after Paragraph 3.16.10.9

"3.16.10.10 AUTOPILOT LINE ANALYZER RECEPTACLES: Two Cannon DPD connectors, to be used as line analyzer connection receptacles, with panel and the necessary wiring shall be installed between the autopilot rack and the left hand electronics rack".

Estimated Weight Empty:	+6.0 pounds
Effect on Balance:	+1,880 inch-pounds
Effect on Payload:	-6.0 pounds
Effect on Performance:	None

The following shall not appear in specification language:

The installation will include two new DPD Cannon receptacles to be installed between autopilot rack and L.H. electronics rack (DPD Cannon receptacles No. DPD 2-156-33 SF with plugs No. DPD 2-156-34 PM).

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,206 DTD _____
 CHANGE NO: 109 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Auxiliary Landing Gear Tail Skid)

ORIGIN: Convair Initiated

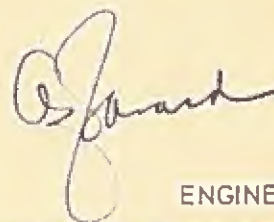
REASON FOR CHANGE: Product Improvement

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
 NON-RECURRING: _____
 TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 109

Title: Specification Administrative Change (Revision to Auxiliary
Landing Gear Tail Skid)

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 27, Paragraph 3.8.3 AUXILIARY LANDING GEAR (TAIL SKID):

Change the first line in the paragraph to read as follows:

From: "A retractable skid or "

To: "A skid or "

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: 0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,205 DTD _____

CHANGE NO: 108

MODEL: 30-6 (Convair "990")

TITLE Specification Administrative Change (Revision to Lavatory Lighting Language and Designate Tires as Tubeless in Par. 3.23.2)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT * *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Lavatory Lighting Language and Designate Tires as Tubeless in Par. 3.23.2)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 66, Paragraph 3.16.8.3.5 LAVATORY LIGHTING:

Revise the second sentence as follows:

From: "Valance lights shall be controlled by an "OFF-ON" switch at the cabin attendant's panels."

To: "All lavatory lights, including valance lights, shall be controlled by an "OFF-ON" switch at the cabin attendants' panels."

Add the following sentence to the end of the paragraph:

"The control switch for mirror lighting shall be provided with a sheet metal slide, on each upper door jamb extrusion, to hold this switch in the "ON" position when the door is open."

Page 116, Paragraph 3.23.2 EQUIPMENT INTERCHANGEABILITY:

Revise the below item under "a. Interchangeable Parts (Cont)" as follows:

From: "Wheels, Brakes, Tires, Tubes and Anti-Skid Devices."

To: "Wheels, Brakes, Tire (Tubeless) and Anti-Skid Devices."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,113 DTD ^{Revised} 31 August 1960

CHANGE NO. 107

MODEL: 30-6 (Convair "990")

TITLE AVQ-9 Radio Altimeter, Provisions for

ORIGIN: Swissair Letter 60-616 dated 26 July 1960, and Schulthess-Bagge request of 30 August 1960.

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

~~MAX.~~ WT. EMPTY

+21.0 lb

OPER. WT. EMPTY

+21.0 lb

EFFECT ON BALANCE *

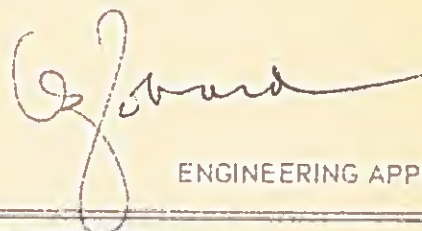
+6,214 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

To be determined.

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: AVQ-9 Radio Altimeter, Provisions for

Origin: Swissair Letter 60-616 dated 26 July 1960, and Schulthess-Bagge request of 30 August 1960.

Reason for Change: Customer request

Description of Change:

Page 49, Paragraph 3.14.1.6 RADIO OPERATOR/NAVIGATOR INSTRUMENTS:

Add the following item to the instrument list:

"One AVQ-9 radio altimeter indicator (provisions)"

Page 73, Paragraph 3.17.1 EQUIPMENT:

Add the following item under "Provisions for the following systems shall be made":

"AVQ-9 Radio Altimeter"

Page 85, Add the following paragraphs to the page, after Paragraph 3.17.3.6.2:

"3.17.3.7 AVQ-9 RADIO ALTIMETER (PROVISIONS): Provisions for the installation of one AVQ-9 radio altimeter system shall be made on the autopilot rack."

3.17.3.7.1 CONTROL: Provisions for control of the AVQ-9 radio altimeter with provisions for an indicator shall be made in the radio operator/navigator's panel.

3.17.3.7.2 ANTENNAS: Two pairs of antennas for the AVQ-9 radio altimeter shall be installed at bottom of the fuselage; one pair at approximately Station 330 and other at approximately Station 500."

Page 85a, ANTENNA ARRANGEMENT:

Replace above illustration in the specification with Enclosure (A) which shows the AVQ-9 radio altimeter antennas.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 107

Page 2 of 2

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following to the page:

"RADIO ALTIMETER AVQ-9

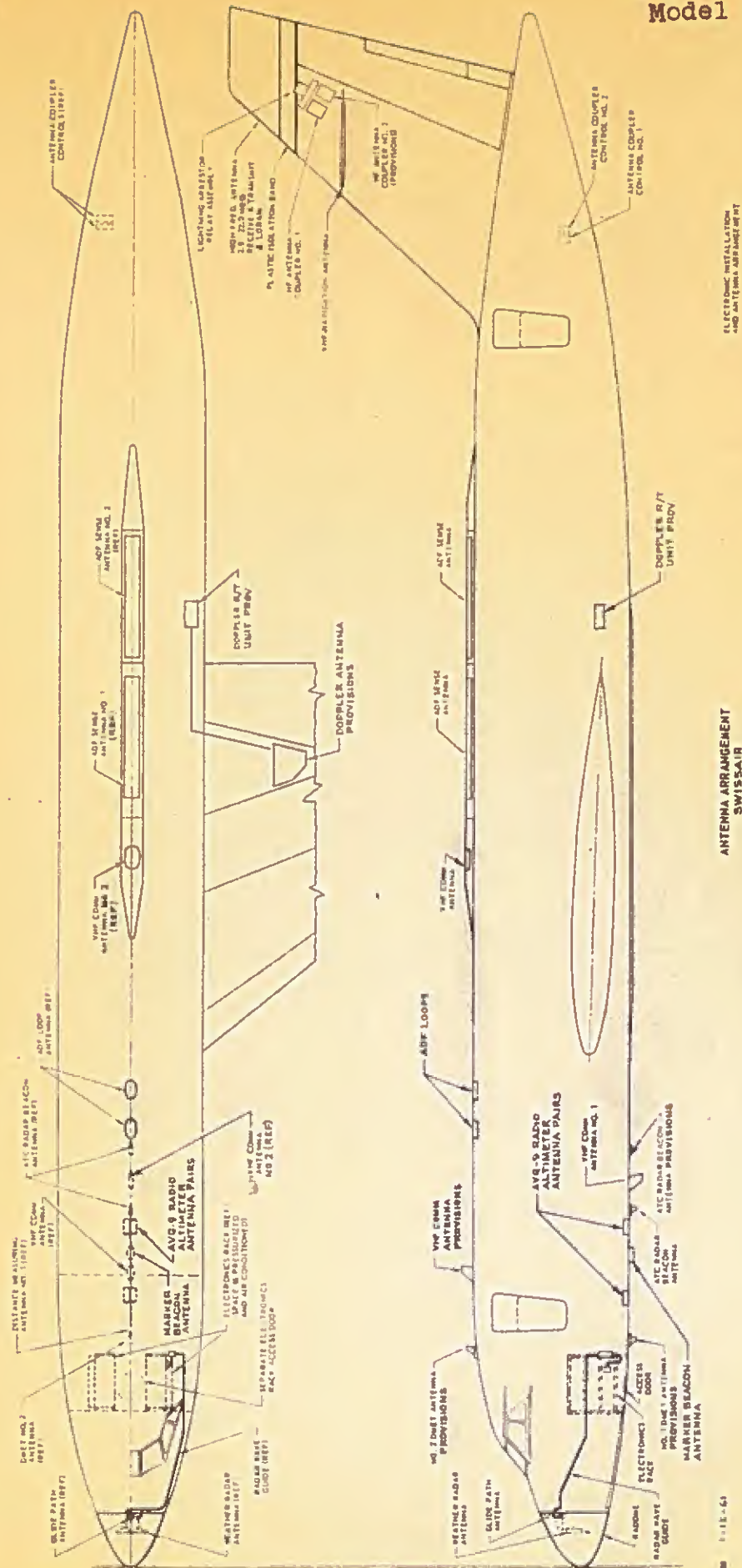
4 Antenna

RCA

MI-19697"

Enclosure: (A) One copy Page 85a - ANTENNA ARRANGEMENT (Revised)

Estimated Weight Empty:	+21.0 pounds
Effect on Balance:	+6,214 inch-pounds
Effect on Payload:	-21.0 pounds
Effect on Performance:	To be determined



CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,204 DTD _____

CHANGE NO: 106 MODEL: 30-6 (Convair "990")

TITLE: **Specification Administrative Change (Change Drip Stick Calibration From Kilograms to Inches)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **To provide a more flexible measurement medium, thereby simplifying fuel calibration over a wide range of operating conditions.**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. Sproat
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 106

Title: Specification Administrative Change (Change Drip Stick Calibration From Kilograms to Inches)

Origin: Convair initiated

Reason for Change: To provide a more flexible measurement medium, thereby simplifying fuel calibration over a wide range of operating conditions.

Description of Change:

Page 42, Paragraph 3.12.9.9.3 DRIP STICKS:

In the second line, change "kilograms" to "inches"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

Should Customer accept CCP No. 97 (Change to Fuel Quantity Sight Gages), that proposal shall automatically cancel and supersede this proposal.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,203 DTD _____

CHANGE NO: 105 MODEL: 30-6 (Convair "990")

TITLE: Specification Administrative Change (Revision to Nose Tire Tread Depth and Add Flares to Appendix I-C)

ORIGIN: Convair initiated

REASON FOR CHANGE: 1. To specify actual tread depth of nose wheel tire.

2. To complete requirements of R.F.C. 13.2-1 by adding flare equipment to Appendix I-C.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. Sprout
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Nose Tire
Tread Depth and Add Flares to Appendix I-C)

Origin: Convair initiated

Reason for Change: 1. To specify actual tread depth of nose wheel tire.
2. To complete requirements of R.F.C. 13.2-1 by
adding flare equipment to Appendix I-C.

Description of Change:

Page A-2, APPENDIX I-B, BUYER FURNISHED - BUYER INSTALLED:

Delete the below item under "FIXED USEFUL LOAD WEIGHT ALLOWANCES"

"2 Flares 37.0"

Page A-12, APPENDIX I-C, LANDING GEAR EQUIPMENT:

In "*Tire, Nose Wheel", change "Tread depth" from ".32" to ".31"

Page A-14 (Cont), APPENDIX I-C, FURNISHINGS:

Add the following items under "Description"

"2 *Flares	Kilgore Mfg.	Wiley	37.0 lb"
2 Flare Dispensers	Convair"	Type SA-8	

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,202 DTD _____

CHANGE NO: 104 MODEL: 30-6 (Convair "990")

TITLE: **Specification Administrative Change (Revision to Paragraphs 3.16.8.3.8 and 3.19.3.1.2)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **To Clarify the intent of the specification.**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Paragraphs 3.16.8.3.8 and 3.19.3.1.2)

Origin: Convair initiated

Subject: To clarify the intent of the specification

Description of Change:

Page 67, Paragraph 3.16.8.3.8 - BUFFET AND COAT COMPARTMENT LIGHTING:

Change the third sentence to read as follows:

"Lighting should also be provided in the fixed coat stowage areas and installed so that coats cannot come in contact with the light fixtures".

Page 97 Paragraph 3.19.3.1.2 - MOVABLE COAT RACK COMPARTMENT:

Change the paragraph to read as follows:

In addition to the coat stowage specified in 3.19.2.3 two 20 inch (inside dimension) wide movable coat compartments shall be installed, one on the right and one on the left hand side of the passenger compartment and shall utilize the passenger seat tracks to permit fore and aft movement at one inch increments except in the areas of the overhead lift raft stowage and the emergency exit locations. The aisle between the left and the right hand coat rack dividers shall be approximately 30 inches. Receptacles shall be installed on the right hand passenger compartment sidewall to provide source of power for illuminating the "No Smoking" and "Fasten Seat Belt" sign located in the right hand movable coat compartment. Two ten-inch (inside dimension) wide movable coat compartments, one for the right and one for the left hand side of the passenger compartment shall be provided as loose equipment and when installed shall be adjustable as described above. Both the 20-inch and the ten inch coat rack compartments shall be designed with a foot well. The aft face of the 20-inch divider shall have an opening with a vertical clearance of 13 inches from the floor and the foot well having a depth of eight inches at the base and extending four inches up from the floor then tapered to zero at the 13-inch height. The ten-inch coat divider shall have the same footwell dimension as the forward partition specified in 3.19.1.4".

Effect on Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,127 DTD _____
CHANGE NO: 103 MODEL: 30-6 (Convair "990")

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR-S.D. 61217A

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 103

Title: Horizontal Stabilizer Mechanical Motion Indicator System,
Installation of

Origin: Convair initiated

Reason for Change: To indicate stabilizer trim in-transit due to
component failure in the stabilizer trim system.

Description of Change:

Page 30, Paragraph 3.10.1.5 STABILIZER SYSTEM:

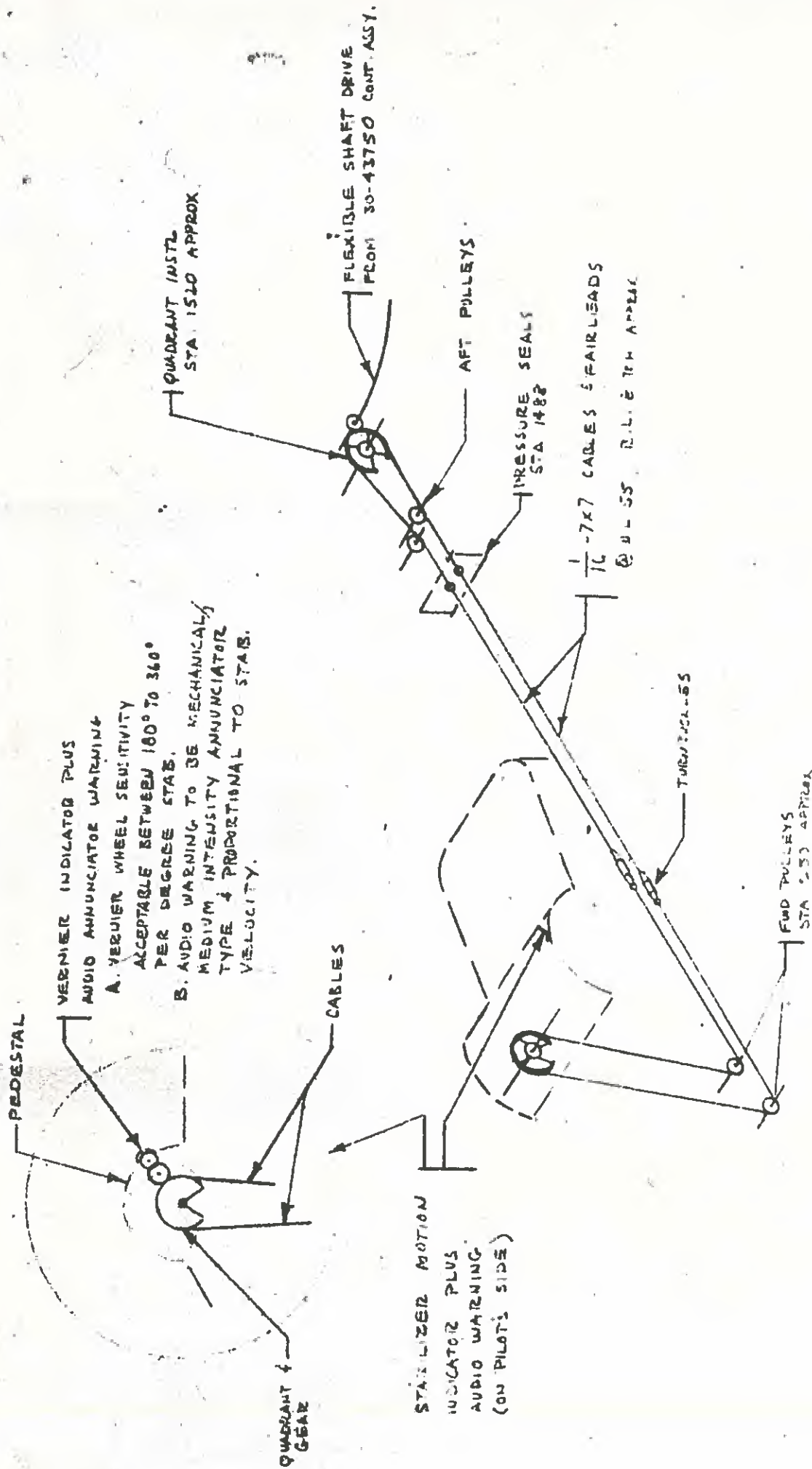
Add the following to the end of the paragraph:

"A horizontal stabilizer mechanical motion indicator system,
with audible warning in the pilot compartment, shall be in-
stalled to indicate stabilizer trim in-transit due to compo-
nent failure in the stabilizer trim system."

Enclosure: (A) One copy Convair Sketch - HORIZONTAL STABILIZER
MECHANICAL MOTION INDICATOR (For information
only, not part of specification)

Estimated Weight Empty:	+6.0 pounds
Effect on Balance:	+4,970 inch-pounds
Effect on Payload:	-6.0 pounds
Effect on Performance:	None

Enclosure (A) to COP No. 103



HORIZONTAL STABILIZER
MECHANICAL MOTION INDICATOR

AUDIO WARNING

(FOR USE IN CONJUNCTION WITH 22-09831-S INDICATOR)

TEC-201K
12-7-60

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd MCL 61,201 DTD _____

CHANGE NO. 102 MODEL. 30-6 (Convair "990")

TITLE <u>Specification Administrative Change (Revision to Oxygen System Illustration)</u>		
ORIGIN <u>Convair initiated</u>		
REASON FOR CHANGE: <u>To show three oxygen cylinders in passenger system and one cylinder in crew system in lieu of two in each system.</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
<div style="display: flex; justify-content: space-between;"> XXXX GUAR. WT. EMPTY OPER. WT. EMPTY </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> 0 0 </div>	<div style="display: flex; justify-content: space-between;"> 0 INCH LB. </div>	
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center; margin-top: 10px;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Oxygen System Illustration)

Origin: Convair initiated

Reason for Change: To show three oxygen cylinders in passenger system and one cylinder in crew system in lieu of two in each system.

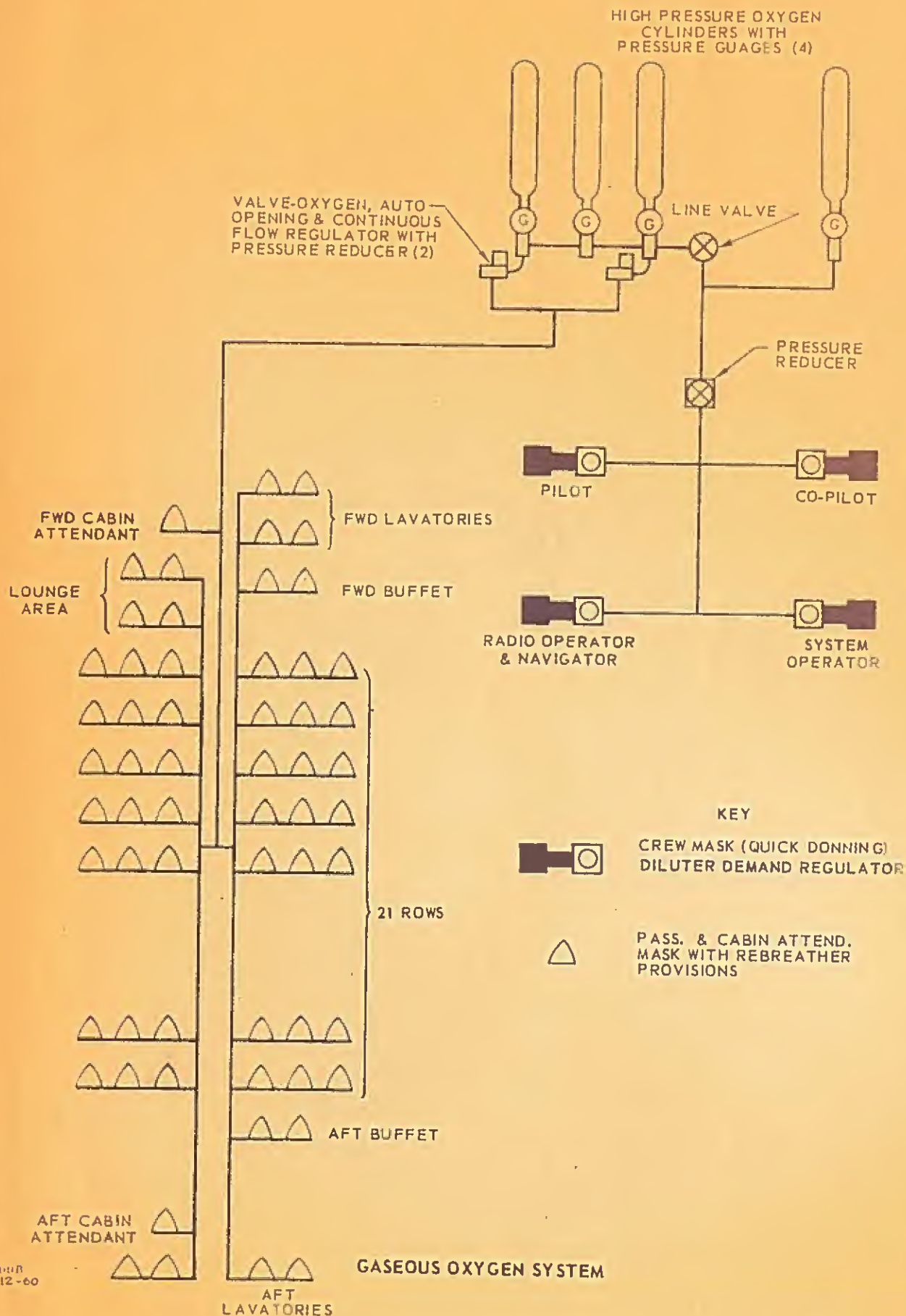
Description of Change:

Page 102a, GASEOUS OXYGEN SYSTEM:

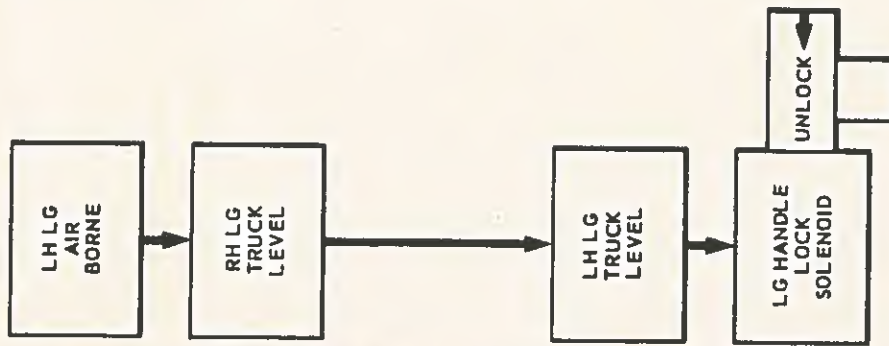
Replace above illustration in the specification with Enclosure (A) which shows changes defined in above "Reason for Change".

Enclosure: (A) One copy Page 102a - GASEOUS OXYGEN SYSTEM (Revised)

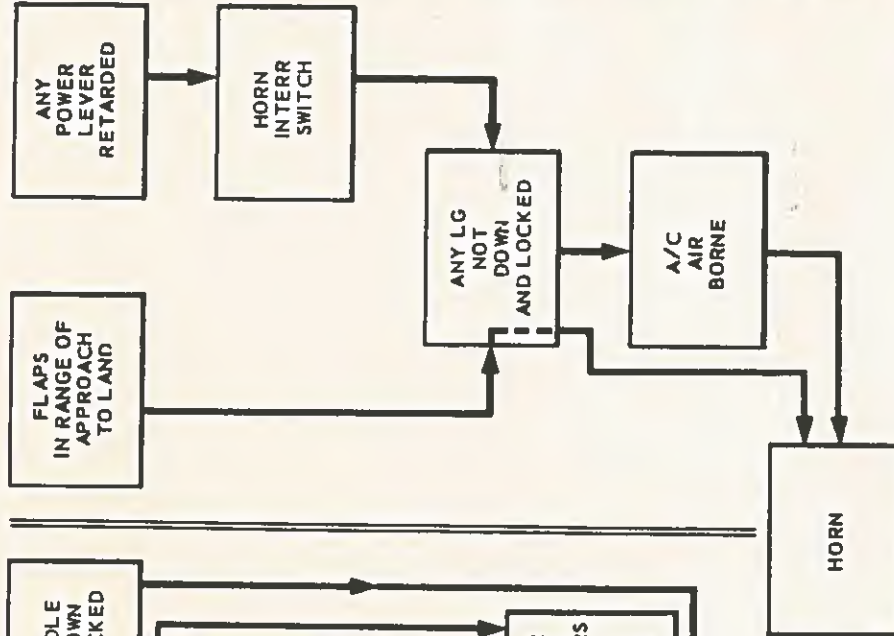
Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



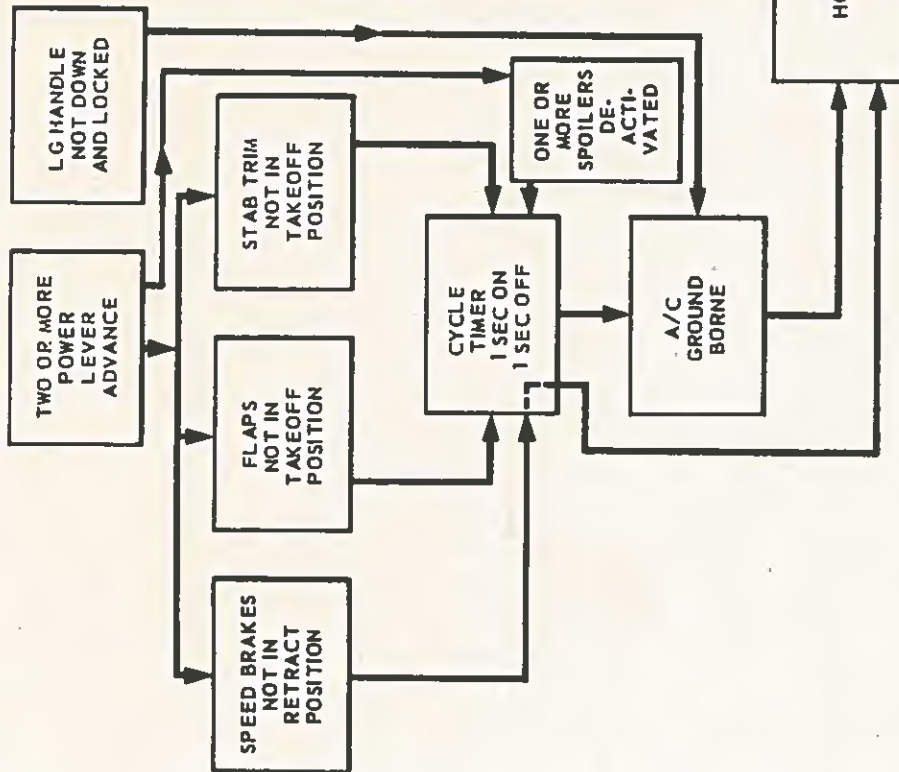
LANDING GEAR LEVER



AIRBORNE AND LANDING



TAKEOFF



GREEN
L H
N O
S H
E

LIGHT ON WHEN ITS RESPECTIVE
GEAR DOWN AND LOCKED.

RED
U N
S A
F E

LIGHT ON WHEN -

1. ANY LANDING GEAR NOT DOWN OR UP AND LOCKED.
2. LH AND/OR RH LANDING GEAR DOWN AND LOCKED WITH NOSE GEAR UP AND LOCKED.
3. HANDLE NOT LOCKED WITH ALL LANDING GEAR DOWN AND LOCKED AND A/C GROUND BORNE.
4. LANDING GEAR LEVER NOT DOWN AND MECHANICALLY LOCKED, ALL LANDING GEAR DOWN AND LOCKED.

RED
D O
O R

LIGHT ON WITH ANY WHEEL-Well
DOOR NOT CLOSED AND LOCKED.

AMBER
T R
U C
K

LIGHT ON IF EITHER MAIN LANDING GEAR
TRUCK NOT IN LEVEL ZONE.

WARNING HORN DIAGRAM